

M.V. "NANKAI MARU".

Nagasaki Report No.1869.

"NANKAI - MARU"

CONSTRUCTION PROFILE AND DECK PLAN.

SCALE $\frac{1}{6}$ " = ONE FT.

445'-0" x 60'-6" x 40'-9"
(FINISHED PLAN.)

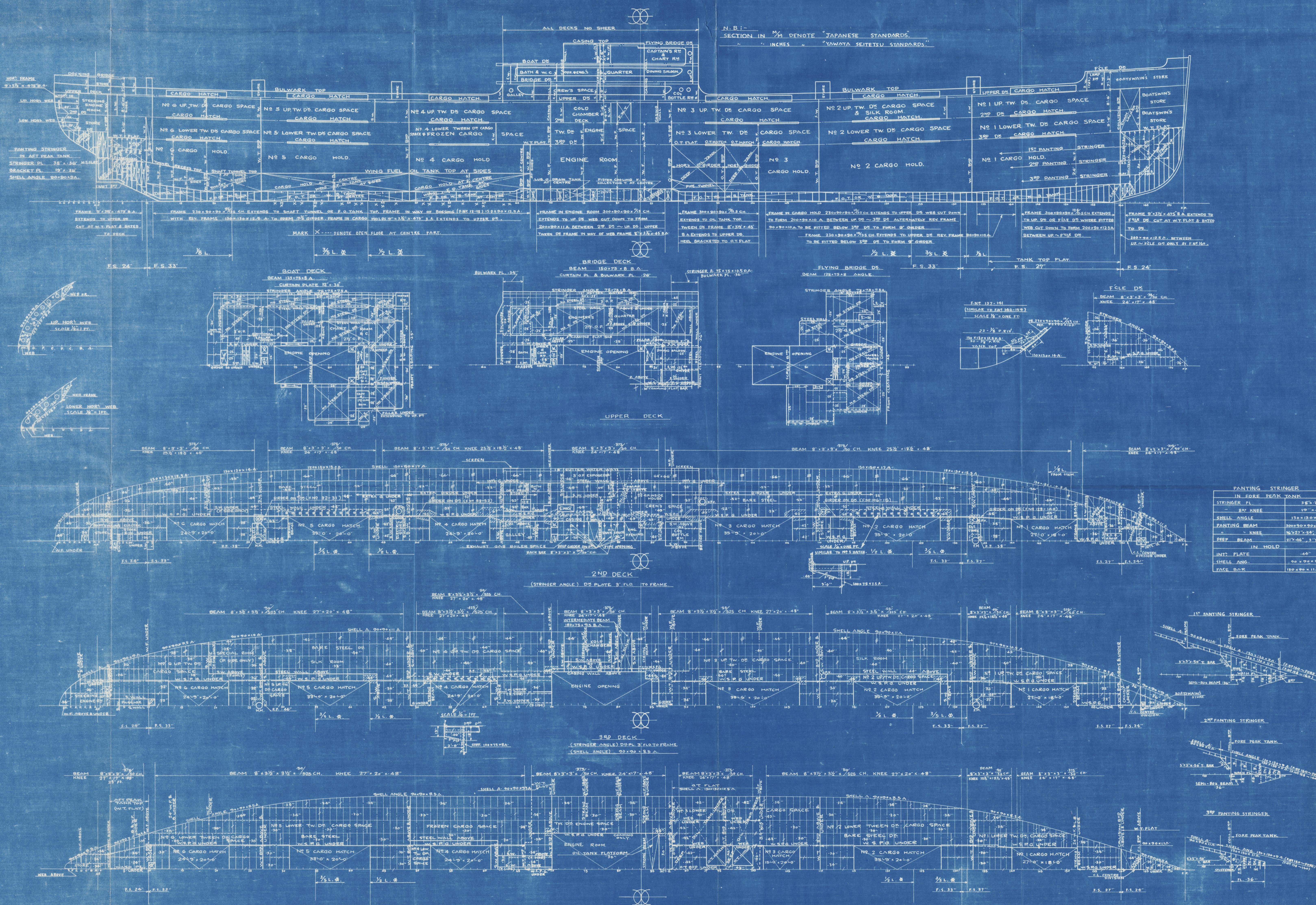


H. Nakahara
Jun. 20th 1935.

006930 - 006941 - 0118



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M.V. "NANKAI-MARU"

Nagasaki Report No. 1869.

"NANKAI-MARU"
CONSTRUCTION PROFILE
AND DECK PLAN.

SCALE 1/6 = ONE FT.

445'-0" x 60'-6" x 40'-9"
(FINISHED PLAN.)



Yukio Kawada
Jan. 20th 1934

M.V. "NANKAI MARU".

Nagasaki Report No. 1869.

M.S."NANKAI-MARU."

MIDSHIP SECTION.

445'-0" x 60'-6" x 40'-9"

SCALE $\frac{1}{4}$ INCH TO ONE FOOT.

(FINISHED PLAN.)



Offices
Jan. 14th 1933.

006930-006941-0119



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LLOYD'S CLASS 100A.I "WITH FREEBOARD."

N.B.:-

SECTIONS IN M/M. DENOTE "JAPANESE STANDARDS"
INCHES "YAWATA SEITETSU STANDARDS"

PRINCIPAL DIMENSIONS	
LENGTH	(L) 445'-0"
BREADTH MOULDED	(B) 60'-6"
DEPTH TO UPPER DECK	40'-6"
LOADED DRAUGHT (FROM TOP OF KEEL)	28'-0"
DEPTH 'D' FOR SCANTLING NUMERALS	(D) 40'-75"

SCANTLING NUMERALS	
1ST LONGITUDINAL NUMERAL (L+D)	= 445+40.75 = 18.134
2ND " "	L+(B+D) = 445+60.75 = 45.056
PROPORTION TO UPPER DECK	40'-75" = 445-40.75 = 10.92

EQUIPMENT & EQUIPMENT NUMBER	
LETTER	46669 d+

EQUIPMENTS	
3-BOWER ANCHORS STOCKLESS, COLLECTIVE	232 CWT.
STREAM ANCHOR ORDINARY EX. STOCK	230 CWT.
STUD CHAIN CABLE	.300 FMS. 28" DIA.
STEEL WIRE FOR STREAM ANCHOR	120' 42" CIR. (24 WIRES)
TOW LINE STEEL WIRE	130' 52" CIR. (D9)
HAWSER MANILA	2-100' 8" CIR.
WARP	2-100' FMS. 8" CIR.

FORGING & CASTING	
STEM (FORGED STEEL)	102"-2"
STERN FRAME, SHAFT BRACKET & RUDDER	AS PER PLAN

KEEL & SHELL PANTING	
KEEL PLATE	55"-85" ~ 75"
BOTTOM "	67"-52"
SIDE "	65"-45"
BOSS "	75"
FLE SIDE PLATE	44"
SHEER STRAKE	69"-78" (RULE SIZE 52"-74") ~ 45"
BELLOW SHEER STRAKE	65" (RULE SIZE 52"-70") ~ 45"

ENGINE CASING	
COAMING PLATE	.30"-34" WHERE EXPOSED
CASING "	.26"-30"
COAMING ANGLE	75x75x75 A. 75x75x85 A. TOP ANG.
STIFFENERS	75x65x75 A. 33" SPACED APART

DECK	HOUSES
UPPER DECK	28"
BRIDGE DECK	.25"
BOAT DECK	.25"
COAMING PLATE	.30"
HOUSE PLATE	.25"
COAMING ANGLE	150x90x9 A.
TOP "	75x75x75 A.
STIFFENERS	90x75x8 A.
" SPACING	SPACED ABOUT 33" APART.

BILGE KEEPS (115"-6" ABOVE AMIDSHIPS)	
PLATE	102"-50" WITH 2 1/2" H.R.
CONNECTING BAR	125x90x12.5 A.
DEPTH OF GIRDER	13"

DOUBLE BOTTOM	
PLATE	1/2 L. ~ ENDS ENGINE SPACE. REMARKS
CENTRE	46" x 62" ~ 48" 60"-62"
GIRDERS	130x130x16.5-15.0 A. 130x130x16.5 D.A.
TOP "	90x90x14-13 A. 90x90x14 D.A.
VERT. "	90x90x12 A. 130x130x12 A.
SIDE	44" 50"-55" IN WAY OF MAIN ENGINE SEAT
TOP ANGLE	90x90x12 A. 130x130x12 A.
GIRDERS	BOTTOM " 0" 90x90x12 A. 130x130x12 A.
SOLID	PLATE .44" .44"
FLOOR	90x90x12 A. 130x130x12 A. STRENGTHENED OF FORG. OF 1/2 L. &
REV. FRAME	0" 130x130x12 A.
M.T. & O.T.	PLATE .52" .52"
FLOOR	BOUNDARY A. 90x90x13 A. 90x90x13 A.
INNER	STIFFENER 90x75x12 A. 75x125x12 A. SPACED 30" APART.
M.L. STRAKE	56"-56"-46" .75"
OTHER "	.48"-42" .56"
BOTTOM	MARGIN PL. 40V"-56" .56" TOP & SHELL A. 130x130x14 A. 130x130x14 A.

1 DETAILS UNDER MAIN ENGINE SEATINGS AS PER SKETCH BELOW.

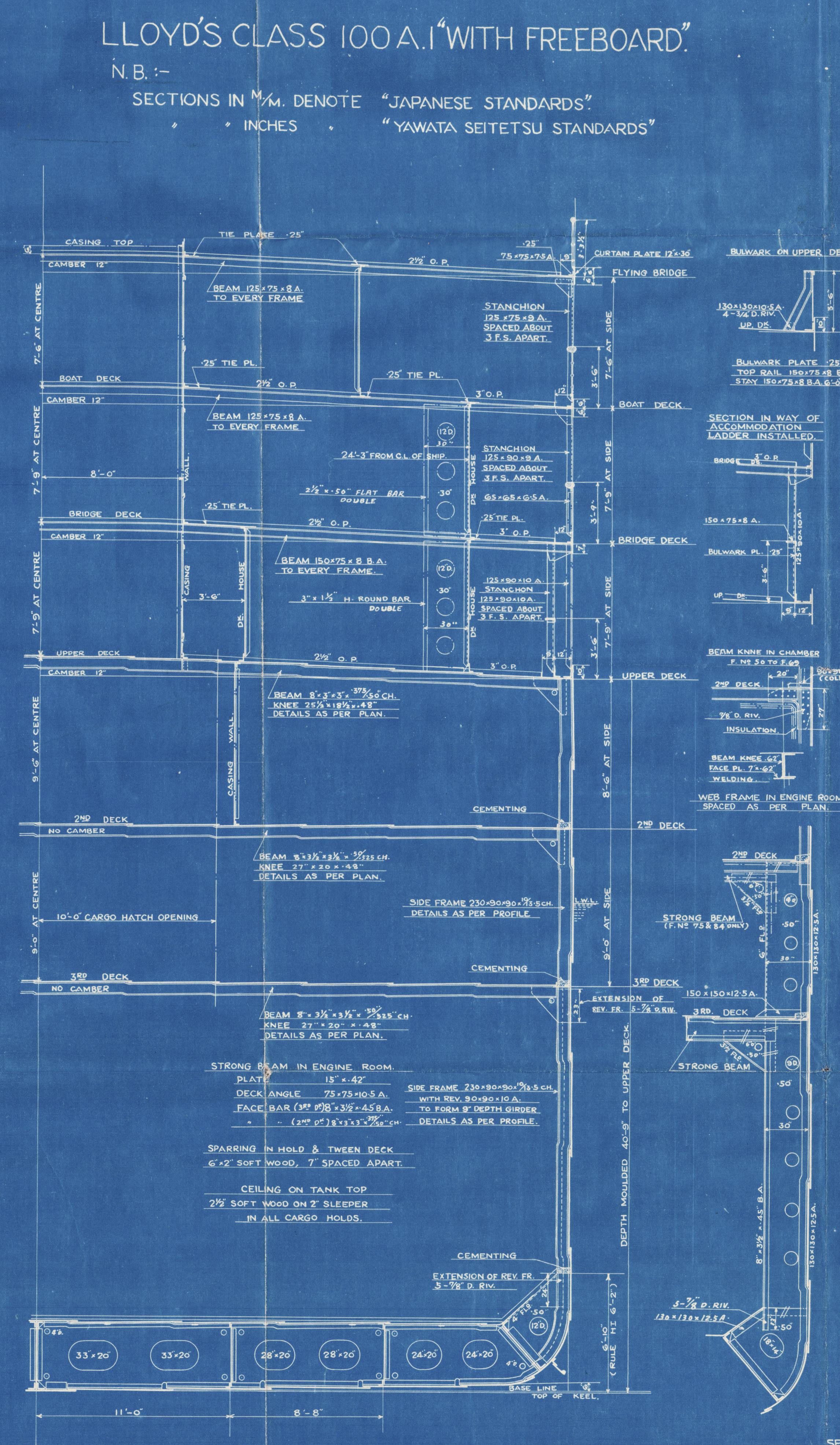
N.B. 2 TANK TOP PLATES FITTED TRANSVERSELY IN WAY OF BULKHEAD EXCEPT MARGIN PLATE & MIDDLE LINE STRAKE.

STRENGTHENING OF BOTTOM FORWARD.
FROM FORWARD OF 1/2 L. TO COLLISION BULKHEAD.
PITCH OF RIVET IN FRAME TO BE 1/4" D. (COMPLETE ROW ON BOTH FLANGE) FRAME ANG. 130x130x12 A. 90x90x15.0 A. WITH BACK BAR 150x90x13 A. FROM MARGIN PLATE TO MARGIN PLATE NOT IN SHORT LENGTH AND DETAIL AS PER INNER BOTTOM PLATE.
INT'L ADDITIONAL FULL 1/2" HT SIDE GIRDERS TO BE FITTED AT ABOUT 3'-0" APART & EXTENDING AS FAR FORWARD AS PRACTICABLE.

FLOOR PLATE OR INT'L SIDE GIRDERS NOT TO BE FLANGED SHELL PLATINGS; THREE STRAKES NEXT THE KEEL TO HAVE MIDSHIP.

THICKNESS .67" MAINTAINED, FORWARD TO RULE POSITION OF COLLISION BHD. & DOUBLING & INCREASE THICKNESS OF KEEL & SHELL PLATES TO BE SPECIALLY COMPENSATED AS PER PLAN.

RIVETING NOTE (EDGE CONNECTION)	
1/2 L. 30" AT ENDS	AT ENDS
KEEL PLATE	2R 2R
BOTTOM PLATE	" "
SIDE PLATE	" "
BELOW STRAKE	" "
FLE SIDE PLATE	2R 2R
M.L. STRAKE	2R 2R
OTHER STRAKE	" "
MARGIN PLATE	2R 2R
UP.DR STRINGER PL.	1R 1R
" PLATE	" "
ALL OTHER DS PL.	1R 1R



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RUDDER.

SCALE $\frac{1}{2}$ " TO 1 FOOT.

DETAIL SCALE 1" TO 1 FOOT.

(FINISH PLAN.)



H. Nakashiba
Jan. 23 1933.

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N.B.:

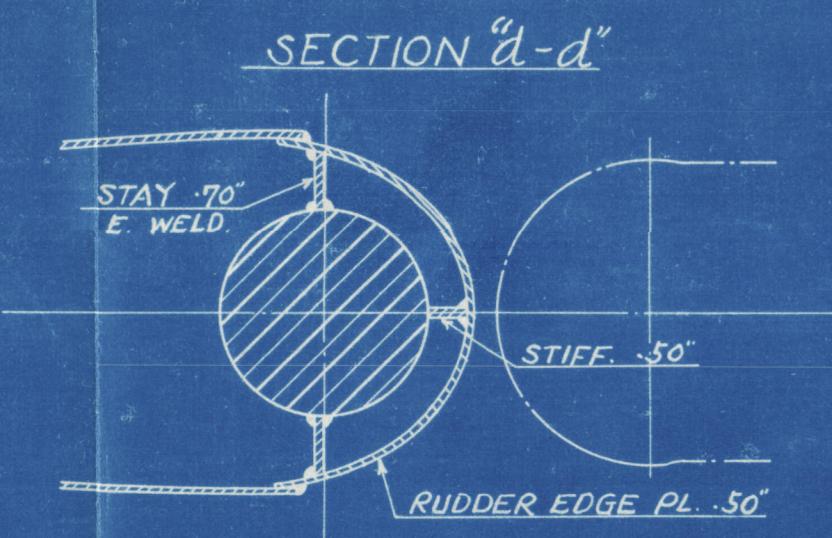
- ALL RIVETS AND TAP RIVETS TO BE 1" DIA EXCEPT THOSE OTHERWISE SPECIFIED.
- IN-SIDE RUDDER SPACE NOT TO BE PACKED.
- ALL BOLTS & NUTS TO BE WHITWORTH STANDARD SIZE.

Rudder Particulars:-

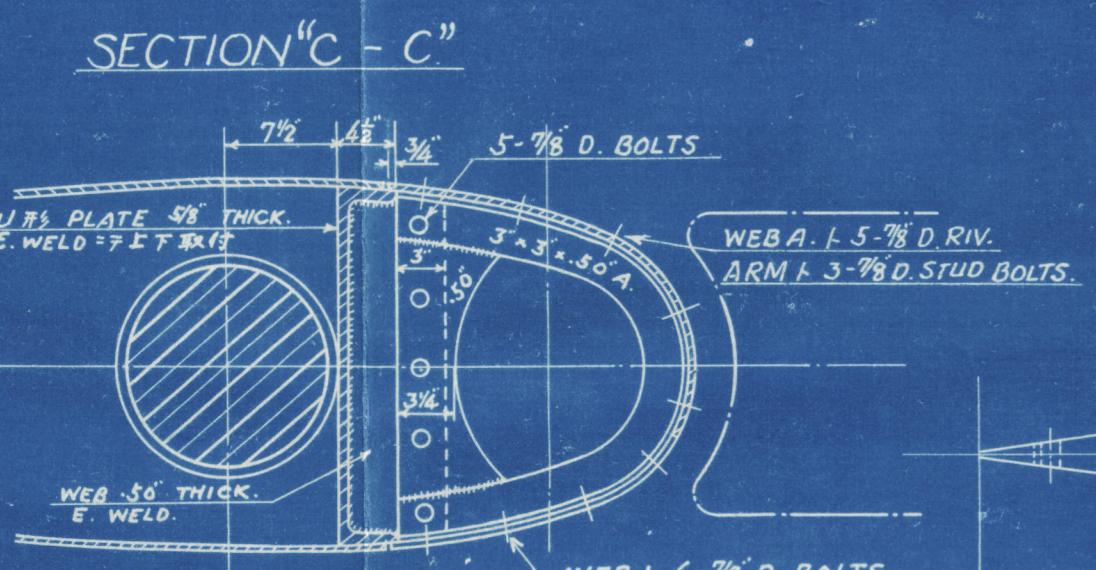
SEA SPEED..... 1434 KNOTS.
TOTAL RUDDER AREA..... 185.85
AREA (LLOYD'S RULE)..... 149.759.
A.X.D. 776.786.
DIA. OF RUDDER HEAD..... 13 DIA.

WEIGHT:-
ARMS (A,B,C,D&E)..... 7.187 K.TONS.
RUDDER HEAD..... 5.235
MAIN PIECE..... 4.318
PLATE..... 3.235
TOTAL..... 20.344 TONS.

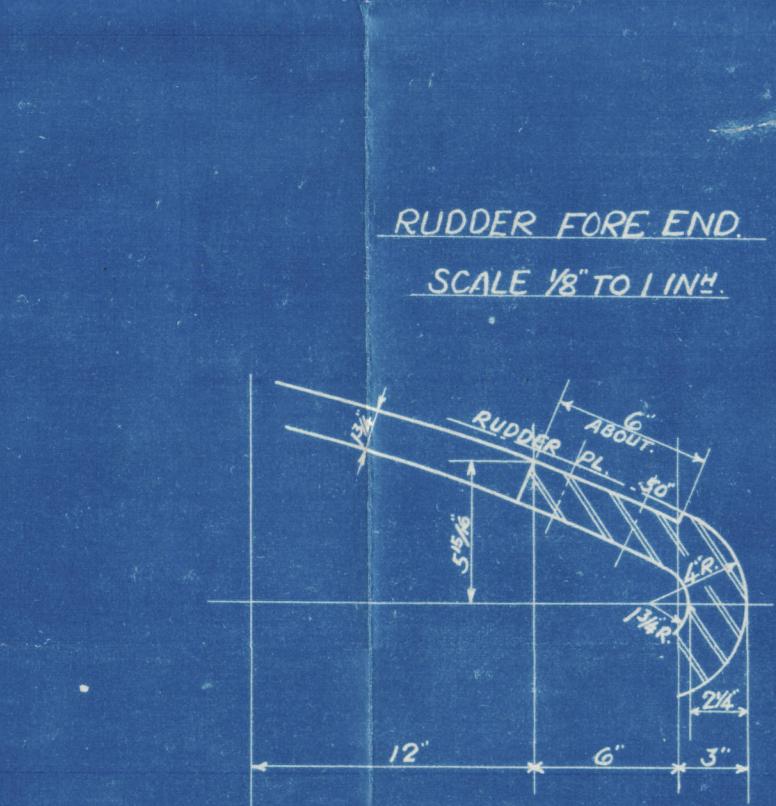
MATERIALS:-
RUDDER HEAD AND MAIN PIECE..... FORGED STEEL.
ARMS..... CAST STEEL.
EDGE PIECES..... CAST STEEL.
PINTLES, BOLTS, NUTS, & EYE BOLT..... FORGED STEEL.



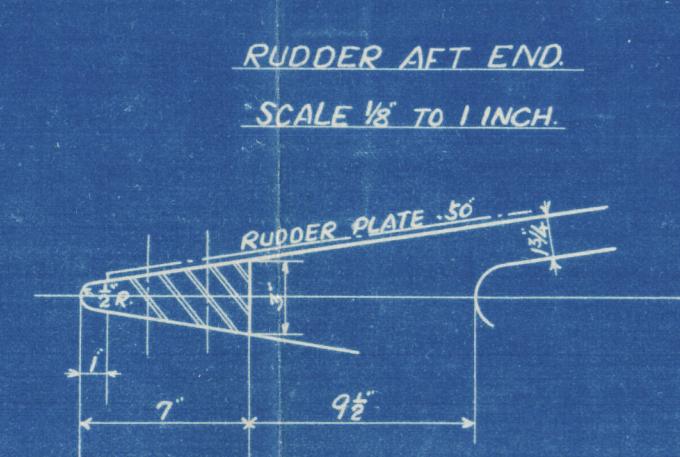
SECTION "d-d"



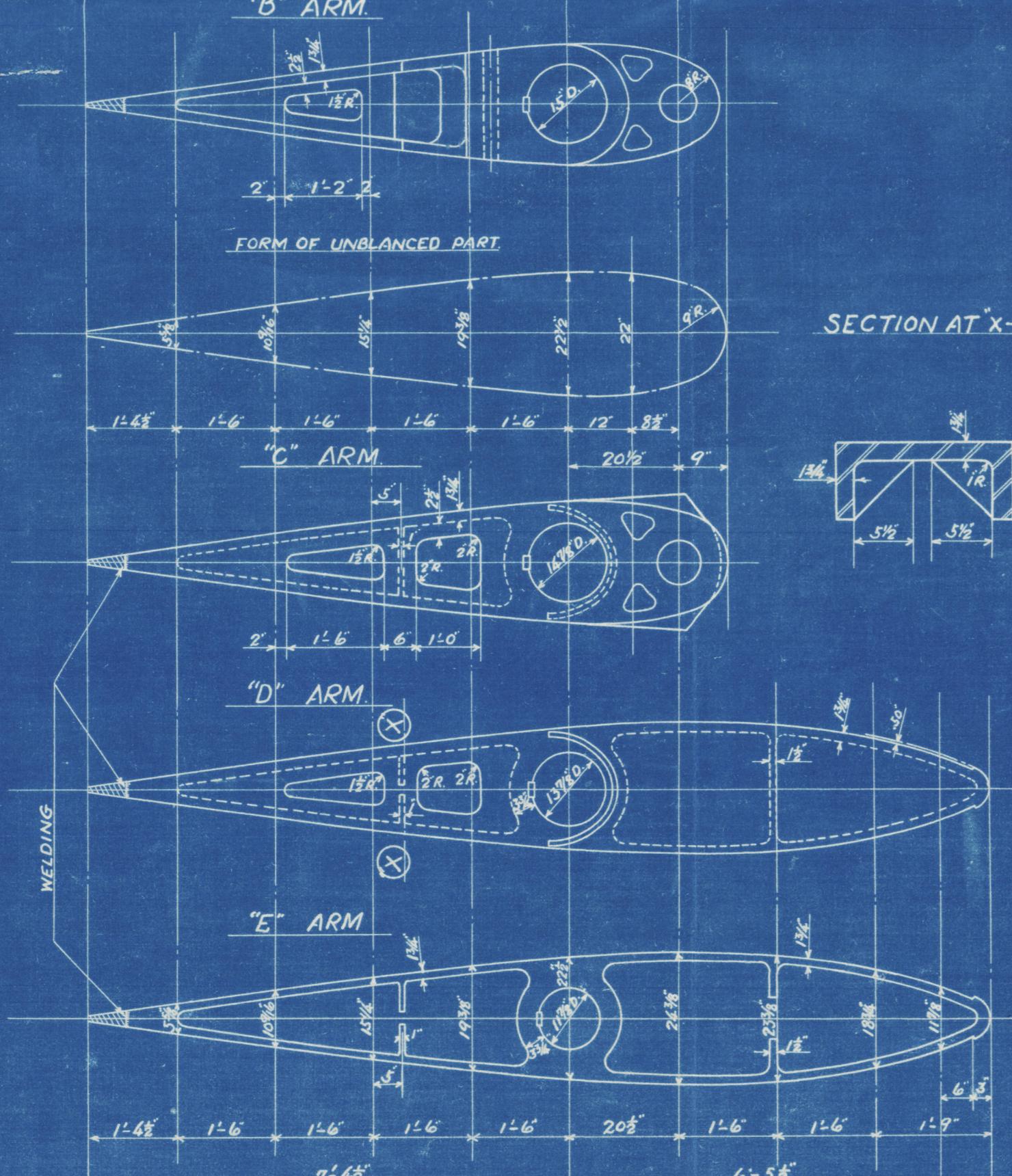
SECTION "C - C"



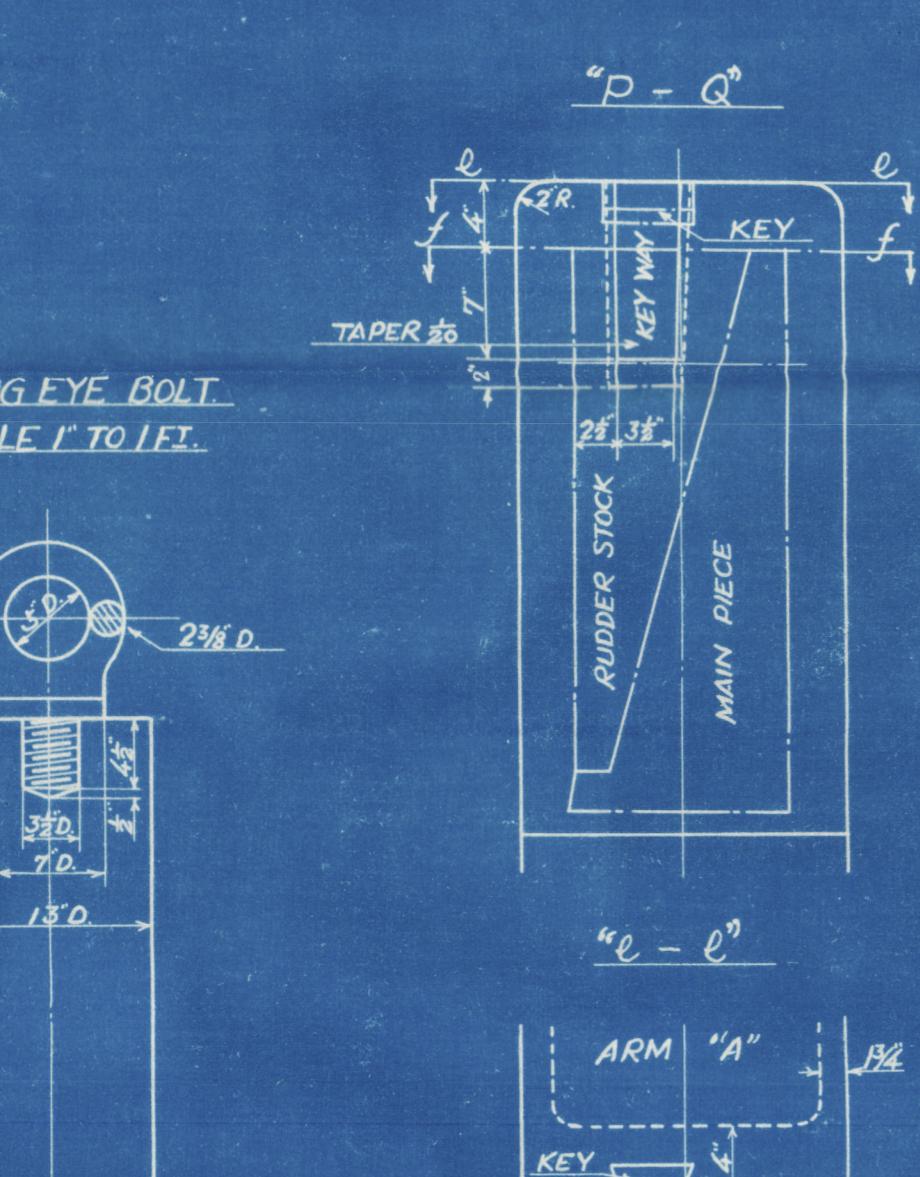
RUDDER FORE END
SCALE 1/8 TO 1 INCH.



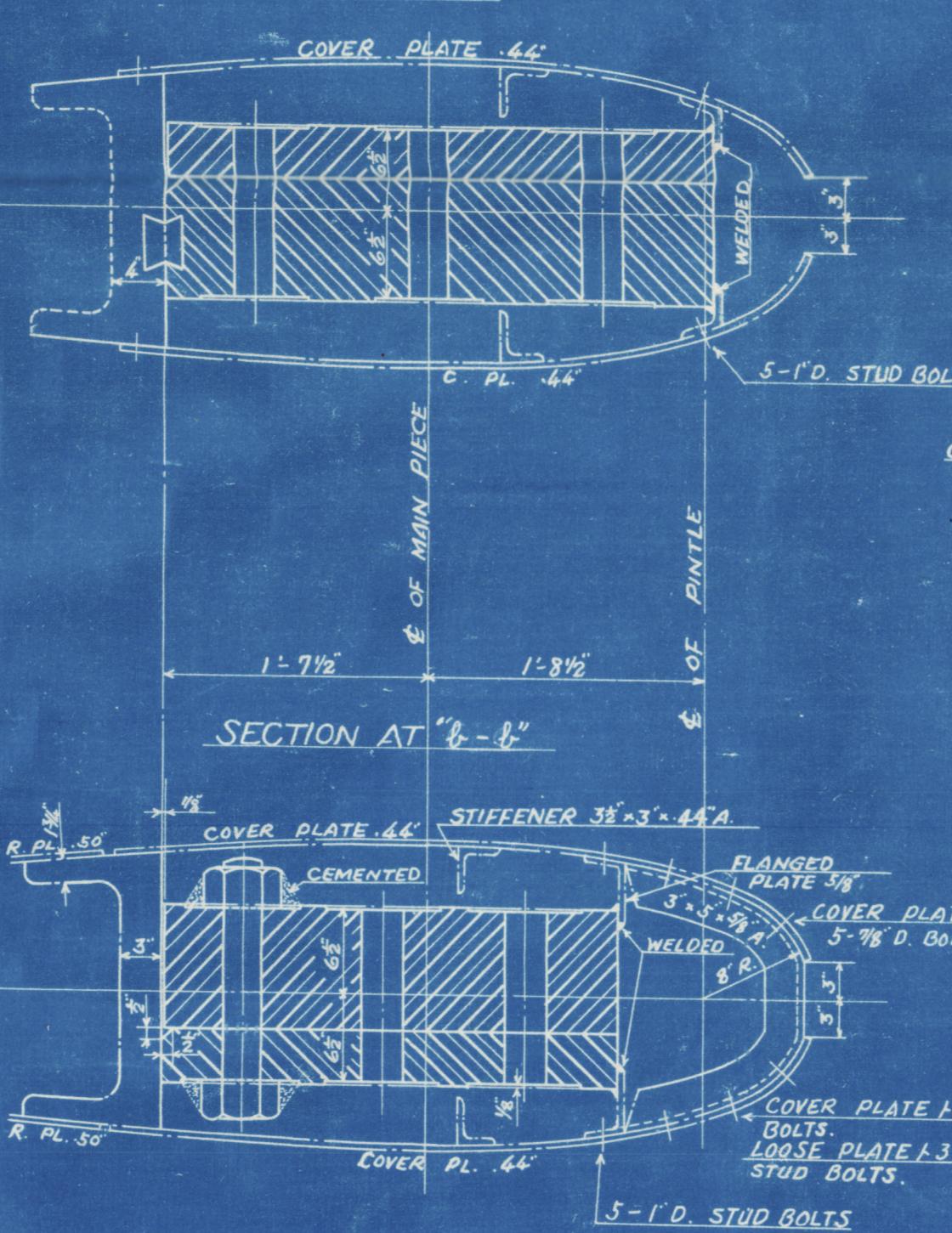
RUDDER AFT END
SCALE 1/8 TO 1 INCH.



SECTION AT "X-X"

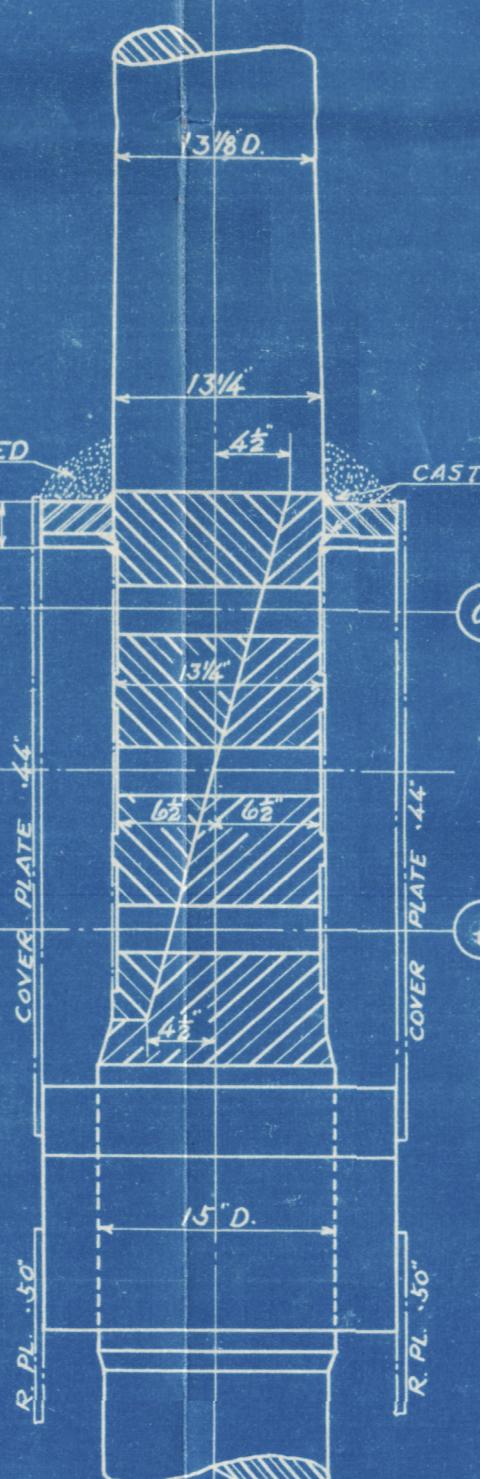


SECTION AT "A-A"
(COVER PLATE - #3 "ARM "A" - 1)

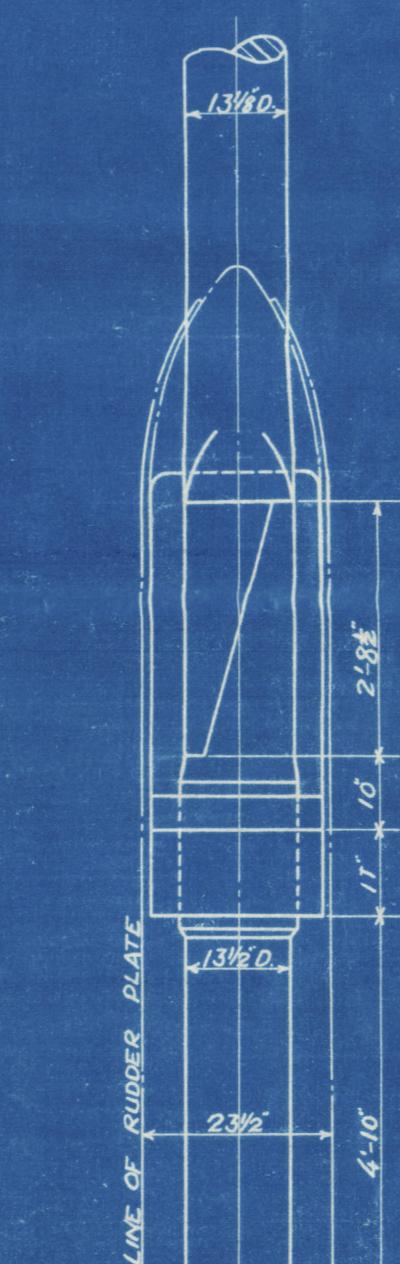


SECTION AT "B-B"

SECTION AT "S-T"
LOOKING AFTWARD



FORE END VIEW OF RUDDER
(LOOKING AFTWARD)



SECTION "F-F"

ARM "A"

"B" ARM

"C" ARM

"D" ARM

"E" ARM

WELDING

RUDDER PLATE .50

RIVET PITCH .50 (21G)

RIVET PITCH .50 (21G)